

THE BRITISH COLUMBIAN.

NO. 17. VOL. 8.]

NEW WESTMINSTER, SATURDAY, APRIL 11, 1868.

[PRICE 6d. or 12 cts.

THE OVERLAND ROAD.

It will be recollected that during the present Session of the Legislature the Hon. John Robson moved an Address for information respecting that portion of the Overland Road passing through British Columbia. On Monday, in response to that address, a printed report from the Chief Commissioner, accompanied by a very valuable map, was sent down to the House. We have thought that the great importance of the work and the special interest with which passing events invest it at the present moment justifies the publication of that report, which, owing to its length, will necessarily have to extend over two editions of this journal.

Little has hitherto been done towards the construction of trails or roads across the Rocky Mountains north of the 49th Parallel.

The primitive paths through the various passes of this mountain range, originally tracked out by Indians and only kept open, year by year, by their travel along them, are still the sole means of communication between British Columbia and the North West Territory.

Some little work was indeed done years ago, by the Hudson's Bay Company in opening trails through the Leather and Athabasca Passes, to facilitate the passage of their brigades, which at that time carried supplies from the depots east of the Rocky Mountains to Jasper's House, and thence westwards, by the Tete Jaune Cache, down the Fraser River to the various posts in the region of country now included in British Columbia; or southward, by the Athabasca Pass, to the Boat Encampment, and down the Columbia to the posts in Washington and Oregon. But soon after the Company established posts at Fort Vancouver and Victoria supplied by ships direct from England, communication by these passes was discontinued, and the trails through them lapsed into disuse, and were soon in no better condition than before they were improved by the Hudson Bay Company's employees. At present, except when travelled over by occasional parties of prospectors or scientific explorers, these, as well as all the other Rocky Mountain passes in British Territory, are made use of by Indians only.

Many of these passes are, however, even in their primitive condition, so easy of passage that horses carry heavy loads over them with facility; and through the Vermilion Pass loaded carts have been driven on the natural roadway unimproved by labor.

But, although the work of building a road over the Rocky Mountains has yet to be commenced, much has already been effected by this colony towards the consummation of the much desired line of road communication through British Territory, between the sea coast of British Columbia and Canada. In fact more than one-half (of cost) of this work within the limits of the colony is now complete.

The Cascade Range of mountains, the great barrier between the sea coast of this colony and its interior districts, which presented a far more difficult engineering obstacle to road making, and one more expensive to overcome than the Rocky Mountains themselves, has been pierced by two lines of coach road, which, commencing at Yale and Douglas respectively, the limits of steam-boat navigation on the Lower Fraser River and its tributary Harrison Lake, unite at Clinton, 136 miles from Yale, on the high rolling plateau in the interior of the colony, from which junction point the road extends 242 miles further northwards to Cameron town, in the heart of the Cariboo District, distant altogether 378 miles from Yale.

A branch road, 28 miles long, has

also been built from the main line, at a point on the Bonaparte River, 110 miles from Yale, to Savona's at the lower (western) end of Kamloops Lake, from which place uninterrupted steam-boat navigation extends through Kamloops Lake, and up the South Thompson River to the upper (eastern) end of Great Shuswap Lake, a distance of 115 miles, and also up the North Branch of Thompson River, which joins the South Thompson at Fort Kamloops, to a distance of 85 miles from the latter post.

These roads, constructed at a total cost of \$1,339,915 (about £275,000), of which amount the section from Yale to Savona's cost \$830,000 (about £166,000), are of a character very superior to that of public roads in most young countries. They are 18 feet wide, the surface being covered with broken stone, where (as in most parts) along the Fraser and Thompson Rivers) such material is at hand, or with gravel well cambered up in the centre, with ditches on one or both sides where required.

With the exception of some short pitches as steep as one foot in ten, the sharpest inclines throughout this road are of one foot in twelve, the curves being easy, and the bridges and culverts substantially built of timber.

Loads of seven and eight tons are hauled along them by mules or oxen, at an average draught load of 1200 lbs. or 1300 lbs. to each team animal; and the mail coach drawn by six horses, travels between Yale and Cariboo at the rate of nine miles an hour.

From the Cariboo terminus of this road, and from Savona's, as well as from intermediate points along the road, various routes may be traced to the different passes of the Rocky Mountains. But before a judicious selection can be made of the line for a wagon road to the territory east of the Rocky Mountains, it will be necessary to determine by more exact and detailed engineering explorations and surveys than have yet been made, which of these passes presents the least obstacles to the construction and maintenance of a road through it, as well as the greatest advantages in its approaches, not only as regards engineering facilities, but with respect also to the character of the country to be passed through on either side of the mountains, its soil, climate, freedom from incursions of hostile Indians, and general capabilities for settlement, and especially in relation to its accessibility from the existing lines of communication in this colony and to the eastward.

The following remarks embody the most reliable information extant on this subject; and the accompanying opinions and estimates based thereon are advanced in anticipation of the results of such a detailed survey as has just been suggested.

The passes through the Rocky Mountains at present known from the reports of various explorers, commencing with the Leather Pass, the most northerly point by which it would be practicable for a road connecting the Fraser River Valley with the navigable waters of the Saskatchewan to cross this range, and enumerating thence southward to the 49th Parallel, are as follows, with their respective altitudes as far as they have been reliably determined by actual observation:

1. Leather Pass, Altitude 3,760 feet.
2. Athabasca, " 7,000 "
3. Howse's, " 4,500 "
4. Kicking Horse, " 5,216 "
5. Vermilion, " 4,903 "
6. Kananaski, " 5,705 "
7. Crow's Nest, " "
8. Kootenay, " 6,300 "
9. Boundary, " 6,030 "

Of these the Athabasca Pass, although otherwise very favorably

(To be continued on 3d Page.)

New Advertisements.

WILLIAM CLARKSON,
DEALER IN
GROCERIES,
PROVISIONS,
FRUITS,
AND
Vegetables.

All kinds of Farm Produce bought and sold.

COLUMBIA STREET
NEW WESTMINSTER.

FRESH GARDEN SEEDS

JUST RECEIVED

AND
FOR SALE,

FRESH GROWN
COLONIAL AND
CALIFORNIA
GARDEN & FIELD

SEEDS,
at G. R. ASHWELL'S,
Front Street.

COLONIAL HOTEL.

NEW WESTMINSTER, B. C.

Grelley & Arnaud

Hotel and Restaurant,

BILLIARD SALOON,

In which will always be found the best

DRINKS AND CIGARS

In connection with the above they have opened

A Store stocked with the choicest Brands of

WINE, LIQUORS,

ALCOHOLS, PORTER,

BRANDIES, RUM,

CIDER, SYRUPS,

CORDON ROUGE, BITTERS &c.

also

THE BEST BRANDS OF

CIGARS,

HAVANA, MANILLA AND CHEROOTS

New Westminster, June 12 1867 je12 to

JOHN S. DEAS,

MANUFACTURER & DEALER IN

HARDWARE,

STOVES,

AND TINWARE.

FRONT STREET, YALE,

mal8to B. C.

New Advertisements.

ST-1860-X.
A Great French Physician says: "More than half the disease in the world comes from neglect to fortify the system against changes of climate, weather and food. The great secret of health is to keep the condition of the stomach and blood regular and uniform, so that changes from Heat to Cold, from Dry to Damp, etc., cannot upset the machinery of the body, and breed disease." Now, it is a fact, positive and well known, that there is no such natural and assistant for the stomach as

PLANTATION BITTERS.

This splendid Tonic is now used by all classes of people for every symptom of a "Stomach-out of order." The secret of it is this: Plantation Bitters are prepared to correct the juices of the stomach, set all its machinery at work, and enable it to resist and throw off the apoplexy of disease. The tendency of the operations of Nature is always towards a cure; all she needs is a little assistance at the proper time. How much more reasonable and expedient it is to help her along with a gentle yet powerful Tonic, than to deluge and weaken and defeat her curative processes with potent drugs and fiery mixtures which only stupefy and plant the seeds of disease and death.

Important Certificates.

"I owe much to you, for I verily believe the Plantation Bitters have saved my life."

Rev. W. H. WADSWORTH, Madrid, N. Y.

"I have been a great sufferer from Dyspepsia, and had to abandon preaching."

Rev. J. S. CATHERS, Rochester, N. Y.

"I have given the Plantation Bitters to hundreds of our disabled soldiers with the most astonishing effect."

G. W. D. ANDREWS, Superintendent Soldiers' Home, Cincinnati, O.

The Plantation Bitters make the weak strong, the languid brilliant, and are exhausted Nature's great restorer.

The public may rest assured that in no case will the perfectly pure standard of the PLANTATION BITTERS be departed from.

Every bottle bears the face of our signature on a steel plate engraving, or it cannot be genuine.

Any person pretending to sell PLANTATION BITTERS in bulk or by the gallon, is a swindler and impostor. Beware of refilled bottles. See that our Private Stamp is UNMUTILATED and every cork.

Sold by all Druggists, Grocers and Dealers throughout the world.

P. H. Drake & Co., NEW YORK, SOLE PROPRIETORS:

Redington & Co., 416 and 418 Front St. San Francisco.

Agents for California and Nevada.

FLEAS.

LYON'S MAGNETIC INSECT POWDER is sure and certain death to everything of the insect species—Fleas, Roaches, Mosquitoes, Ants, Bugs.

IT KILLS INSTANTLY.

What is peculiarly surprising in regard to this article is, that notwithstanding its instant death to insects, it is perfectly harmless to mankind and domestic animals. It can be inhaled or eaten with impunity. It bears the testimony of eminent disinterested chemists that it is

FREE FROM POISON.

No article has ever given such positive satisfaction in its use.

Its reputation is well known. It is easily and readily used—Directions accompany each flask. Beware of counterfeits.

The genuine has the signature of E. LYON, and the private stamp of DR. H. BARNES & Co. Anything else of this kind is an imitation or counterfeit. Any druggist will procure the genuine if you insist you will have no other.

Sold by all druggists and dealers on Pacific Coast.

MEXICAN MUSTANG LINIMENT.

It is an admitted fact that the Mexican Mustang Liniment performs more cures in shorter time, on man and beast, than any article ever discovered.

No compound has ever been invented so useful and efficacious in curing

RHEUMATISM, STIFF & WEAKE JOINTS, BRUISES, SWELLINGS, SORE THROAT, BURNS, FROST BITE, FRESH CUTS OR WOUNDS, SWELLINGS.

Or any other complaints requiring external application.

FOR HORSES.

It is an indispensable and valuable remedy in all cases of Spavin, Splint, King-bone, Wind-galls, Bruises, Strains, &c.

It should be kept in every house, camp and stable. Accidents will occur. Promptness is efficacy.

All genuine is wrapped in steel plate engravings, bearing the signature of G. W. Westbrooke, Chemist, and the PRIVATE U. S. Stamp of DR. H. BARNES & Co. over the top.

An effort has been made to counterfeit it with a cheap stone plate label. Look closely!

Sold by all Druggists and Stores in every town and mining camp on the Pacific Coast.

je12 to

TO CARIBOO.

FORWARDING DIRECT.

THE undersigned hereby notify all whom it may concern that they have now perfected arrangements by which they are prepared to undertake the prompt, safe, speedy and cheap forwarding of goods from Yale to Cariboo.

They have a strong train of mule teams upon the route, and possess of any quantity undertaking the conveyance of any quantity of freight on the shortest notice and at the most reasonable rates. Those having freight to be done will save in time, money and risk, by choosing this efficient and reliable medium.

J. C. BEEDY & Co.

Yale, December 24th, 1867 to

mal8to

NEW ADVERTISEMENTS.

New Advertisements.

D. Withrow

COLUMBIA STREET,

NEW WESTMINSTER.

Importer

MANUFACTURER

DEALER IN

FURNITURE

BEDDING,

WILLOW - WARE,

WINDOW SASHES,

DOORS, &c.

FURNITURE.

Parlor and Bed-room Suits, Tables, Bureaus, Side-boards, Cupboards, Chairs, Sofas, Couches, What-nots, Wash-stands, Mirrors, Hat-racks, Hassocks, &c.

BEDDING.

Hair Mattresses, Pulu do., Straw do., and Feather beds.

WILLOW WARE,

Baby Carriages, Baby Cradles, Baskets of every size and description, Toys, in great variety.

WINDOWS, DOORS, &c.

This is the only House in the United Colony that imports and keeps on hand an assortment of Window sash, Doors, and Venetian Blinds of Eastern manufacture. Also, on hand, Window glass, Putty, Wall paper, &c., &c.

MOULDINGS.

In Gilt and Rosewood, for Picture frames, constantly on hand, and Pictures framed with neatness and dispatch.

MUSIC.

Sole Agent for A. McPHAIL & Co's. Grand over-string

PIANOS.

A few superior Instruments now on hand.

All the above Goods being imported direct from the Manufacturers, will be sold at prices which will defy successful competition.

Orders from the up-country are solicited, and will receive special attention.

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D. WITHROW

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New Advertisements.

TO LEASE.

A TWO STORY Dwelling-house, hard-finished throughout, comprising a drawing-room, bed-room, kitchen, pantry, wash-room and a large hall fifteen by twenty feet on the ground-floor, and four large bed-rooms, with closets, &c., and a hall fifteen by twenty-three feet on the second floor, together with out-houses, &c., complete. Also a large well kept garden, containing over 100 fruit trees, mostly bearing, and several hundred currant bushes, &c., &c. Also 12 acres of enclosed land, one-half of which is in Timothy. The above property is within five minutes walk of the centre of the City, and may be had for a term of years upon the most liberal terms.

Apply to

Wm. CLARKSON,

New Westminster, May 11th, 1867. to

LUMBER.

THE British Columbia and Vancouver Island Spar, Lumber and Saw Mill Company, Limited, are prepared to contract for the delivery of Lumber at New Westminster on the following terms:—

Rough lumber \$11 @ m.

Planed t. & g. flooring, 16 "

" Cedar, 16 "

" Clear Spruce, 16 "

no11 1m EDWARD STAMP,

Manager.

PRIZE SALMON.

PUT up in Kits by Duncan McLean, convenient for family use.

For Sale by

WM. CLARKSON.

oc20 1m

FOR SALE.

One 12 Horse power

Steam Engine and

Boiler.

THE COMPLETE

MACHINERY FOR

A SAW MILL.

AND A

PLANER.

either together or in Lots.

Apply to

H. V. EDMONDS.

ap6to

TO LET.

THE whole or part of the house lately occupied by Mr. Withrow, on the Royal Avenue.

Application to

W. E. CORMACK.

New Westminster, Jan'y 21, 1868. *

FOR SALE OR LEASE.

The property known as "Savona's Ferry," situated at the foot of Lake Kamloops.

THE Ferry is in good running order with ample supply of good boats, &c. There is attached a comfortable Hotel, with good stabling.

It is the only Public House between the Wagon road at Cache Creek and Kamloops, and is situated about midway between these points.

Terms favorable. Apply to

WILLIAM CLARKSON, N. W.

CARLE & GRACINI, Victoria.

W. H. KAY, Proprietor, at

Glenhart.

fy29to

NOTICE.

ESTATE OF WILLIAM WOODMAN, DECEASED.

ALL persons having claims against the above Estate are requested to present the same to the undersigned on or before the 1st March next; and all persons indebted to the above Estate are requested to pay the same on or before the above date.

T. CUNNINGHAM,

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Important to Business Men in Victoria, California, Portland, and Places on the Sound!

This Journal is the oldest newspaper published in British Columbia; it is read by every business man from New Westminster to the Rocky Mountains, and is universally an advertising medium for this Colony.

DAVID SPENCER, in Victoria, and L. P. FISHER, in San Francisco, are our authorized Agents.

NEW ADVERTISEMENTS THIS DAY.

W. H. Sutton—Wines, &c.
A. Barlow.

The British Columbian.

SATURDAY, APRIL 11, 1868.

THE PROPOSED FREE PORT.

The hon. Mr. Helmcken proposes to move "That the progress and prosperity of the country would be promoted were a portion of land conveniently situated upon the northern extremity of the north-west coast marked off, dedicated, and devoted to the prosecution of Free Trade in certain articles required by, and suited to, the nature of the commerce of the colony."

That this Council earnestly recommends the Executive to carry out the spirit and intention of the above Resolution, in such manner and under such conditions as it may deem most advisable or expedient. We must confess that we view this somewhat extraordinary movement with some degree of suspicion. Fort Simpson would appear to be indicated as the spot, and the establishment of a free port there smells much of peltory. If a free port is to be established at all, why locate it at such an outlandish place where the Hudson Bay Company alone could take advantage of it? Why not rather have it at Victoria, in the highway of commerce? Suppose a free port were established at Fort Simpson how much would it cost the Government to suppress smuggling? We fear there is some concealed motive in this movement, which does not appear on the surface. It behooves the Government to be extremely cautious about entertaining such a proposition. Possibly the promoters of this scheme will look to Canada for a precedent. Canada tried the experiment, by establishing a free port at each extreme of the Province; but the experiment proved a complete failure, led to no end of annoyance and remonstrance on the part of the American Government, and was finally abandoned. We see none of those conditions likely to render the experiment more successful at Fort Simpson; but the very reverse. Nor would the present appear to be a fitting time for indulging in expensive experiments. The movement struck us as being merely designed as a joke, in the first instance. If it was not intended as such, we would advise its author to give it that turn now, as the most agreeable mode of avoiding ridicule.

THE WORK COMMENCED.—The first instalment of supplies for the workmen employed on the Brighton road went out last Wednesday. We believe it is the intention of the Government to put the road in a thorough state of repair. This is the right season for such a work. As this is the first section of the Great Overland Route by which a chain of stages and steamers are, in a few years, to connect the Gulf of Georgia with Lake Superior. We hope it will be such as to give us a model of what the balance should be.

TO THE TRADE.—We take occasion to call the especial attention of all whom it may concern to Mr. Sutton's advertisement in another column. The advertiser is already too well and favorably known in this Colony to need any word of commendation from us.

DOWN FOR THE HOLIDAYS.—We noticed among the passengers who went down by the Enterprise on Wednesday: Chief Justice Needham and the Honrs. Young, Helmcken, DeCosmos, Smith, Wood, and O'Reilly.

THE CONTRACT for supplying provisions to the men employed on the Brighton Road, has been given to Mr. J. Cunningham, whose tender was the lowest.

THE OVERLAND ROAD.

(Continued from the first page.)

situated, is so elevated, steep, and rugged as to be quite impracticable for a coach road. The six last enumerated passes although generally easy of passage, and in other respects available for road communication, are too far south for the purpose of such a line of connection between the sea-coast of British Columbia and the Canadas as is now under consideration, it having been determined by actual survey that no practicable route exists for a road through the three parallel ranges of mountains lying between the Lower Fraser Valley and the Rocky Mountains, viz: the Cascades, immediately east of the Fraser; the Gold Range, west of the Columbia, and the Selkirk Range in the Big Bend of the Columbia, and between that river and the Kootenay River, except that on which the road is now built from Yale up the Fraser and Thompson River Valleys to Savona's, thence to Kamloops, through the Eagle Pass, at the upper end of Great Shuswap Lake, to the Columbia River at the Great Eddy below the Little Dalles, and northward along the valley of that river, by the Boat Encampment, and round the Big Bend southward past the mouth of Howse's Pass, of which line a more detailed description will be given further on in connection with the Howse's Pass route.

The position of these southern passes is, therefore, as regards their accessibility from the west coast, very disadvantageous when compared with that of Howse's Pass. But they are still more ineligibly placed in respect to the approaches to them from the eastward; for these passes all debouch to the east into valleys, the waters of which are tributary to the South Saskatchewan, passing through a region of country beset with predatory Indians, and sterile and unattractive in comparison with the rich belt of land further north through which the North Saskatchewan flows.

Through this rich district along the North Saskatchewan, a line of communication between British Columbia and Red River Settlement must pass, by whatever route it may cross the great watershed of the continent; indeed it may safely be taken as an established fact that such a line of communication must intersect the North Saskatchewan at Fort Edmonton, or some point higher up stream, so as to take advantage to the utmost of the long extent of navigable water of that river.

From such point, however, the southern passes are entirely cut off. They may, therefore, be dismissed from further consideration in relation to an overland route through British Territory, the choice for which is thus narrowed down, as to the point of crossing the Rocky Mountains, to an alternative between the Leather Pass and Howse's Pass.

LEATHER PASS ROUTE.
The summit of the Leather Pass is the least elevated of all the known passes of the Rocky Mountains north of the 49th Parallel, being only, according to Dr. Rae, 3760 feet above the sea. From Tete Jaune Cache at the western end of this Pass on the Fraser River, in latitude 52° 48' N. Longitude (about) 119° 50', to Henry's house nearly due east, the distance is about 95 miles, the watershed being situated 25 miles west of Henry's house.

From Henry's house the pass turns nearly due north, and follows this course along the Athabasca River 25 miles to Jasper's house, at the eastern outlet of the pass. The total length of this pass is 120 miles, in which distance no great obstacles to the construction of a road are presented by the natural formation of the ground, the chief difficulties being the swampy nature of the soil in places, and the frequent crossings of mountain streams.

(To be concluded in our next.)

THE BRITISH COLUMBIAN.

New Advertisements.

W. H. SUTTON,

WHOLESALE AND RETAIL DEALER IN

FINE ENGLISH, FRENCH AND AMERICAN

LIQUORS, CHAMPAGNE,

CALIFORNIA WINES,

Clarets & Brandies.

FRONT STREET, YALE,

Offers to the Trade.

Brandies,

(IN BULK AND CASE)

J. ROBIN, J. MARTIN, J. SAZERAC, J. REINAULT,

Whiskies,

SCOTCH, IRISH, BOHEMIAN,

Claret Wines,

CHATEAU PERRANSON, CHATEAU MARGAUX,

G. PELLERIE & Co., St. JULIEN, LAKEBOURNE,

St. EMILION, CHATEAU De Puisse Lognon.

Champagne Wines,

NAPOLÉON'S CABINET, H. CLICQUOT,

JAIS MEME, BOUQUE.

White Wines,

HAUT SAUTERNES, CALIFORNIA,

Ciders,

OLDEN, BANCROFT, PHILLIPS,

Porter and Ale.

BLOOD, WOLFE & Co., BYASS, McEWANS,

Liqueurs,

CURACAO, MARASCHINO, CASSIS,

ANISSETTE, CHERRY CHORDAL,

ASSORTED LIQUEURS, Cherry Bottles,

JAMAICA GINGER AND PEPPER,

MINT,

Rums,

JAMAICA, DEMARARA, NEW ENGLAND,

APPLE JACKS,

Sherry and Port Wines,

(in Bulk and Case.)

Bitters,

BORER'S, HOSTETTER, ORANGE,

COCKTAIL, STOUT/TON,

Absinthe,

PERNOD, BERGER, SAISONERAIN WINE BITTERS,

Agent for LYONS celebrated ALE, and

BUNSTER.

Fine Havana Cigars, Coal Oil and

Lamps, Bar Fixtures and all Articles

in the line.

April 3rd

A. BARLOW,

YALE, B. C.

MERCHANT AND

GENERAL AGENT.

ALL KINDS OF COLONIAL AND OTHER

PRODUCE

BOUGHT AND SOLD ON

COMMISSION,

BILLS DISCOUNTED,

and a GENERAL AGENCY BUSINESS

transacted.

mail to

DISSOLUTION OF

PARTNERSHIP.

NOTICE is hereby given that the Partnership heretofore existing between Semlen and Parke, of the Bonaparte House, British Columbia, has been this day dissolved by mutual consent. All outstanding accounts are requested to be forwarded to Semlen & Sanford, by whom the business will in future be conducted.

G. A. SEMLEN,

PHILIP PARKE.

THE Bonaparte House, having in part changed proprietors is now—as in the past—prepared to accommodate the public with the best the country affords. And the Proprietors respectfully invite the patronage of the Travelling Public.

SEMLEN & SANFORD.

Bonaparte, March 11th, 1868. apr 3m

NOTICE.

AFTER this date M. JANE TOY will not be responsible for damage on Oils or Liquids shipped in Tins, or for unavoidable detention caused by breakage of bridges, road slides, or any other contingency beyond her control, unless by special contract made in writing, in respect of such goods, on time of shipment.

M. JANE TOY,

Junction Hotel,

Chiatou, March 25, 1868. apr 3m

THE BRITISH COLUMBIAN.

New Advertisements.

BARNARD'S STAGES.

CARRYING MAILS, EXPRESS, AND PASSENGERS.

WILL LEAVE

YALE

EVERY MONDAY,

AT 6 A.M.

and connect with steamer

ENTERPRISE

TO

SODA CREEK FOR QUESNELLE

REACHING

BARKERVILLE

EVERY

SATURDAY EVENING.

Fast Freight contracted for at reasonable rates.

Passengers by this line must leave New Westminster by Saturday's steamer to make the connection.

P. J. BARNARD,

Office, Front Street, New Westminster.

april 3m

IN BANKRUPTCY.

In the Supreme Court of Civil Justice of British Columbia

WHEREAS a petition for a declaration of

Bankruptcy bearing date the 24th day of

April, A. D. 1868, forth been duly filed

against WILLIAM HENRY LADNER, formerly

of French Creek, B.C. and now of New

Westminster, British Columbia, Dealer and

Chapman, and he having been declared

bankrupt, is required to appear before the

Honorable Matthew Baillie Begbie, Judge

of the Supreme Court of Civil Justice of

British Columbia, on Monday, the 13th day of

April, at 10 o'clock, at the Court House,

New Westminster, and make a full

discovery and disclosure of his estate and

of all his debts, and to produce and

bring forward all his books, papers, and

all the assets of his estate, and to

submit to the examination of the

Commissioner of the Court, and to

comply with all such orders as the

Court may make in the premises.

CHAS. E. POOLEY,

Official Assignee.

New West., 3d April, 1868. apr 3m

PUBLIC NOTICE.

SEALED TENDERS will be received at the

Lands and Works Office, New Westminster,

up to 12 o'clock, noon, on the 21st April,

for the supply of the undermentioned articles,

to be delivered either at Yale or Clinton, one

half of each article named on the 24th day,

and the remaining half on the 10th June next

ensuing. (Where only one package is sent,

it is to be delivered in the first instalment)

1000 lbs. extra superfine flour,

600 " Oregon Bacon,

1000 " Bayos Beans,

100 " Coffee (ground),

100 " Black Tea,

400 " No. 1 S. I. Sugar,

100 " Dried Apples,

50 " Currants,

100 " Salt,

50 " Soap,

500 " Rice,

100 " 20d. Nails,

1 box Mustard,

1 " Pepper,

1 " Belmont Sperm Candles,

1 doz. Mixed Spices,

2 " Yeast Powders,

12 " boxes Matches,

10 gal Vinegar (salt),

1 doz. Shovels.

The whole of the above articles are to be

of the best quality, and to be delivered in per-

fect order.

The price at which each article will be sup-

plied at either of the above named places must

be stated in the tenders.

The lowest or any tender not necessarily

accepted.

Tenders to be addressed to the Chief Com-

missioner of Lands and Works and Surveyor

General, and superscribed "Tender for Pro-

visions."

JOSEPH W. TRUTCH,

Chief Commissioner of Lands and Works

and Surveyor General.

Lands and Works Office,

New Westminster, 3rd April, 1868.

Apr 3m

THE BRITISH COLUMBIAN.

New Advertisements.

AYER'S MEDICINES.

The peculiar taint or

infection which we

call SCROFULA lurks

in the constitutions of

multitudes of men. It

either produces or is

produced by an en-

feebled, vitiated state

of the blood, wherein

that fluid becomes im-

competent to sustain

the vital forces in their

vigorous action, and

leaves the system to

fall into disorder and

decay. The scrofulous

contamination is va-

riously caused by mercurial disease, low

living, disordered digestion from unhealthy

food, impure air, filth and filthy habits,

the depressing vices, and, above all, by

the venereal infection. Whatever be its

origin, it is hereditary in the constitution,

descending "from parents to children unto

the third and fourth generation; indeed, it

seems to be the rod of Him who says, "I will

visit the iniquities of the fathers upon their

children." The disease it originates takes

various names, according to the organs it

attacks. In the lungs, Scrofula produces

tubercles, and finally Consumption; in the

glands, swellings which suppurate and be-

come ulcerous sores; in the stomach and

bowels, derangements which produce indi-

gestion, dyspepsia, and liver complaints; on

the skin, eruptive and cutaneous affections.

These, all having the same origin, require the

same remedy, viz., purification and invigora-

tion of the blood. Purify the blood, and

these dangerous distempers leave you. With

feeble, foul, or corrupted blood, you cannot

have health; with that "life of the flesh"

healthy, you cannot have scrofulous disease.

Ayer's Sarsaparilla

is compounded from the most effectual

and delicate medicines, and for the cure of

